

## RFP QUESTION REQUEST FORM QR

PROJECT: US-64 (SR-40) over Ocoee River Bridge, Polk County

DB CONTRACT No.: DB1802

DATE: 06/03/2019

Question #	RFP Book No. and Section ID	Question	Reserved for Agency Response
3-1	Book 3, Section 4.1	Please provide the minimum vertical clearance for the bridge over the River to ensure that every team is using the same vertical clearance number	<b>A minimum vertical clearance of 24'-0" has been added to RFP Book 3 in Section 4.1.</b>
3-2	Book 3, Section 4.2	Please provide the raw rendering files in the native program file format so we can ensure that our ATC renderings look like the RFP's?	<b>The model was developed in Sketchup, and the renderings created from Sketchup using Enscape in the format that has been provided. The model .skp file has been added to the Renderings folder of the Reference Material.</b>
3-3	Book 2, SP108C	Special Provision 108C states that the LD deductions for this project shall be \$2,200 per day for a contract value of \$10M-\$20M. SP108B states that the LD is \$1,800 per day. Please confirm that SP108B takes precedence.	<b>The LD for this project is \$2500. SP108B will be revised and SP108C will be deleted by a forthcoming addendum.</b>
3-4	Book 3, Section 4.1	As required in 44 CFR 60.3, the local jurisdiction has the responsibility to confirm that any encroachments within the regulatory floodway do not result in increases during the base flood event. Is this anticipated to be a separate approval process or have there been discussions with the local community regarding who will be reviewing the encroachment review?	<b>A no-rise certification does not require separate review from the local community. TDOT will review and provide to the local floodplain manager after our approval.</b>

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3-5	RFP Contract Book 3 (pg. 12) Section 3.1	<p>The conceptual plans show the cut slope within a couple of feet of the existing ROW along the Maintenance Road at approximate station 130+00. The RFP states to maintain a minimum of 10 feet along SR 40 from the Proposed ROW to the toe of the proposed slope.</p> <p>Since the location at station 130+00, which is existing ROW, reduces the 10 foot as shown on the conceptual plans, can this be applied along SR 40 to the Welcome Valley Road Intersection if we maintain existing ROW?</p>	<b>No. The ROW line shall be set as shown on the preliminary (30%) plans adjacent to the maintenance road.</b>
3-6	Reference Material	<p>The 2016 Bridge Inspection included in the Reference Material shows an earliest date of next regular inspection of 02/19/2018. If an inspection has occurred since 02/19/2018 please provide for reference.</p>	<b>The pdf document “70SR0400005 04 2019 bridge inspection report.pdf” will be posted to the reference material. Note that the inspection was completed prior to a recent Bridge Repair project.</b>
3-7	RFP Contract Book 3 (pg. 18), Section 4.0	<p>Per Book 3, Section 4.0, the DB shall conduct and submit a load rating analysis for the existing bridge if the use of the existing bridge for construction activities exceeds normal highway loading.</p> <p>As the bridge is currently posted with a 40-ton weight limit, will TDOT provide the current load rating analysis as Reference Material so the DB may review the existing structure components for its construction loads.</p>	<b>The load posting that was listed for this bridge was calculated before the recent Bridge Repair project was completed. With the completed repairs, the load posting can be removed from the bridge. The requirement for rating the bridge is still applicable for any proposed construction loads that are greater than the standard AASHTO HS-20 design loading. The bridge repair plans will be posted to the reference material.</b>